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SOURCE Newspapers as indicated.

SHIPS SAVE FUEL, REPAIR COSTS;  
ENGINEERS CHARGED WITH DAMAGING EQUIPMENT

REUSE MACHINE OIL -- Sofia, Izgrev, 11 Nov 50

The passenger liner Georgi Dimitrov, operating on the Danube between Vidin and Silistra, has already covered 55,000 kilometers. However, true to the slogan "Two seasons and one general overhaul," the ship was not sent to the repair docks either in 1949 or in 1950. Navigation on the Danube begins 1 March and lasts until the end of December, the start of the freezing season; the small expenditures for repairs during this time have already helped to accumulate considerable savings.

Furthermore, substantial savings have been provided by the economical use of machine oil. The engineers of the Silistra have saved the oil used in lubrication, and, by a filtering process, have repeatedly put it back into use without any loss of its lubricating capacity. This system has already saved 300 kilograms of machine oil in 2 months, and has provided a considerable saving of foreign currency needed for the import of that commodity.

PENALIZE LOCOMOTIVE ENGINEERS BY DISMISSAL -- Sofia, Rabotnichesko Delo, 20 Nov 50

The Ministry of Transportation has dismissed locomotive engineer Boris Simov Purzhoev from the Sofia Railroad Depot for consistent damage to locomotives (burning out of connecting-rod bearings and axle bearings), absenteeism, and negligence in performing his duties. Nikola Popov Petrov has also been dismissed from the depot for neglecting his duties to a criminal extent. On 16 October 1950 he dispatched train No 203 to Gabrovo station without previous permission.

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Furthermore, engineers Elenko Lazarov Ivanov and Stefan Khristov Stoyanov will be legally prosecuted for the willful destruction of state socialist property. Ivanov has been found guilty of overlooking the burning out of car bearings, the breaking of drawbars, the wrong use of antirust compounds, etc. Stoyanov has been found guilty of burning out the internal rod bearings, breaking internal piston rods, leaving the train with overheated bearings, breaking the front cylinder bar, and inflicting several other kinds of damage.

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